affairs are in a settled state. Washington, Aug. 16.-The State Department has received a cable dispatch from Consul Reimer announcing the arrival at Santiago de Cuba of President salomon, of Hayti, on board an English war ship.

DIVIDING THE PARAN STEVENS ESTATE. LEGACIES MUST BE SATISFIED AND ADMINISTRA-

terday Judge Patterson, sitting in Supreme Court, Chambers, granted an order to allow the summons in the suit brought by George P. Richardson and under the will of Paran Stevens, against the other trustees and heirs, to be served by publication.

The object of the suit is to have certain parts of the real estate sold, so that a portion of the legacies and certain charges of administration may be paid. The property in question includes the Victoria Hotel in this city, and the Trement and Revere Houses in These properties are constantly increasing in value, and the executors and Mrs. Stevens are unwilling to sell them without the protection of a court of competent jurisdiction. When Mr. Stevens died his property was divided among the children of his first wife and the second wife who survived him, and the value of the real estate now held by the trustees in this city alone amounts to over \$3,000,000. There is also valuable property at Newport.

CHRISTOPHER MEYER'S WILL.

ADMITTED TO PROBATE-MRS. MEYER NOT MEN-TIONED-THE EXECUTORS.

The will of the millionaire, Christopher Meyer, was admitted to probate yesterday by Surrogate Howell. of New-Brunswick, N. J. It directs that all the property be sold and converted into cash as soon as possible. The widow's name is not mentioned, she having received, before her marriage, in lieu of dowry, it is said, \$250,000. The estate is probably worth \$8,000,000, and it is said Mr. Mover has, in the past ten years, lost in railroad speculations \$10,000,000. John C. Meyer, Mahlon Martin, and James Deshler are named as executors, but in codicil one of these is removed, presumably Mr. Deshler, though the name is misspelled, and C. A. H. Bartlett and Mr. Meyer's n-law, H. A. Taylor, are added.

The codicil, which was made in July, was not probated, as the family have filed a caveat against it. Messrs. Martin and Meyer qualified as executors. Tayfor and Bartlett were not present, though Mr. Williams, who drew the will last June, and Mr. Paul, a and Dauntless jumped into one another and conse-Delaware and Hudson Canal railroad lawyer, were, as was also Ernest Gerock. Mr. Meyer's nurse. The

THE AMERICAN ASSOCIATION AT WORK.

SCIENTISTS DISCUSSING TOPICS OF BOTH TECH-NICAL AND POPULAR NATURE.

Cleveland, Ohio, Aug. 16 (Special).-The reading of papers before the several sections of the Amerian Association for the Advancement of Science began to-day in all the sections except A and D. In physics Professor William A. Rogers gave the result of his investigations during the year on the radiation of heat between metals by induction and conduction Numerous technical papers were read before the chemical section. E. H. S. Balley discussed the presence and significance of ammonia in potable Mabery and Dow gave the composition of "Salt Brines in Northern Ohio." They showed the commercial value of the bottom of the natural gas wells, because of the large amount of bromium and lithium contained in them. Spencer B. Newberry, in his paper on "The Safety of Commercial Kerosene Oil." strongly urged that safety requires the raising of the legal flash test to 120 degrees, and that this standard is in all regards entirely practicable. Among standard is in all regards entirely practicable. Among the geological papers may be mentioned Alexander Winchell's "Systematic Results of a Field Study of the Archaean Rocks of the Northwest." According to custom, the Histograf Section devoted the more to custom, the Histograf Section devoted the more to botany and the afternoon to zoology. In botany, Dr. E. Lewis Sturievant read on "A Phase of Evolution," illustrating by a study in dandellons. If eadvances the view that cuitivation does not cause variations in plants, but only takes advantage of those already existing. His specimens of wild dandellons and the particular to the first broader the particular to the particular to the Electra home in a good third. Captain passed the Intrepid and came in a good third. Captain the Electra home in fine style.

If the Electra home in fine style, arrived in New-Haven six minutes behind time, it reached that we won by four minutes. The Oneida won the first point of \$25, and the Dauptless the second prize of \$

of the ferest administration in the United States.

The Alert left the fleet to-day and proceeded to process generally, and especially for the forest land left the fleet to go east also, and the steam yachts already owned by the Government, amounting to from 50,000,000 to 70,000,000 acres, mostly on the Pacific hast, where it is of prime importance to protecting the water so essential to preserve the region from Ceast, where it is of prime importance to protecting the water so essential to preserve the region from aridity and consequent sterility. Edward Atkinson presented a paper on "The Use and Abuse of Statistics." After the sectional meetings the reading citizens of Euclid-ave, threw open their houses to the members. The evening was devoted to a lecture by Dr. G. Stanley Hall on "Recent Advances in Scientific Psychology," About 300 members are in attendance, To-morrow's programme includes papers on the Panama and Nicaragua ship canais, the latter by Licuienant Peary, U.S. N., who is in charge of the present survey and has just returned from Nicaragua.

GENERAL MANAGER KIMBALL ILL. Omaha, Aug. 16 (Special).—Thomas I. Kimball, general manager of the Union Pacific Railway, has been ill for the past few days. Last night an alarming change for the worse occurred. The s of the Burlington road was sent for and cam

A BALLOON FLYING OVER SOUTH CAROLINA. Charleston, S. C., Aug. 16.-An unknown balloon passed over Camden in this State yesterday.

THE BURIAL OF A DOG.

"Cozy Bell" was a Scotch terrier which its owner.
Mrs. Mary A. Bell, of No. 62 West Thirty-eighth-st. had tenderly cared for in health and in sickness for sixteen years. But on Saturday night the terrier succumbed to old age and "senile cardiac," or heart flowers strewn to profusion about it. On Thursday it was taken in a little white hearse to Woodlawn Cometery, where it was buried, and not at Greenwood Cemetery, as was reported. The trustees of Greenwood declare that they would not permit a dog to be buried there; indeed, a specific regulation absolutely forbids the interment of any animal within its limits.

PERNICIOUS INACTIVITY.

The following letters were received yesterday in the business office of The Tribune.

Baltimore Corn and Flour Exchange, Baltimore.
Md. Aug. 15, 1888.—Gentlemen: Is there any reason
for The Tribune reaching us several hours later than
the other New-York daffies? Yesterday (Tuesday) we
did not get it until 3. o'clock, p. m. To-day (Wedlaesday) at this hour. 4 o'clock, p. m., it is not fa, and
upon inquiry at the post office, the officials say it is
not yet arrived.—William F. Wheatley, secretary.

National Bank of Granville, Granville, N. Y., Aug. 5, 1888.—We receive your paper very irregularly senday's paper came to-day, two days behind time, everal numbers we have not received at all.—D. D.

Fallsburgh, Sallivan County, N.Y., Aug. 14, 1888.

What is the trouble? I receive your paper very irregularly. I have just received your Sunday edition, but did not get to day's paper. It frequently happens this way. Is the trouble in your office or is it in the post office? You do not know what this reform Administration will do to carry out its ends. I propose to test this question by simply subserbing for a Democrate paper (which I don't want to look att. for the purpose of seeing if it will not come very province. A.F. Hallett. for the purpose of seein regularly.—A. F. Hallett.

complaints were deposited in the New-York lost complaints were deposited reason is known in this office for delay in the delivery of these papers to subscribers. Postmaster Pearson recently admitted to a representative of The Tribune that about 20,000 copies of The Weekly Tribune were allowed to lie in the Post Office here nearly a week before they were dispatched, and this delay took before they were dispatched, and this delay took place without the fact having been reported to The Tribune, or its permission obtained. The Tribune is, from time to time, in receipt of a large number of complaints, reporting the same irregularity and delay in the delivery of papers known to have been properly wrapped, addressed and mailed. The New-York Post Office is known to be the place from which large Quantities of Democratic campaign documents are quantities of Democratic campaign documents are being mailed, and while this is perfectly legitimate, to far as is known, yet the business public will demand that the dispatch and delivery of daily and weekly newspapers shall not be interfered with in the slightest

IN NEW-BEDFORD HARBOR.

GIGS, DINGIES AND LAUNCHES RACE. PRIZES WON BY THE BRAWNY MARINERS OF THE CRUISING YACHTS.

[BY TELEGRAPH TO THE TRIBUNE.]

New-Bedford, Aug. 16.—The New-York Yacht

Canb fleet gave the inhabitants of New-Bedford a TION CHARGES PAID.

The estate left by Paran Stevens is again in the sourts for a further decision among the legatees. The sourts for a further decision among the legatees. The rourts for a further decision state in this and other were exerted with more or less effect on the passing tities, worth millions of dollars, including some of the set to the fleet received orders by best hotel property in New-York and Boston. Yesmoment gay colored flags were fluttering from 11bboom to taffrast of every yacht. One New-York yacht, not of the fleet, distinguished herself by flying In the suit brough, as trustees of Ellen S. Melcher, red bandannas. In and out among the yachts sped Charles G. Stevens, as trustees of Ellen S. Melcher, red bandannas. In and out among the yachts sped the sailboats and rowboats. The day was a perfect under the will of Paran Stevens, against the other one for harbor sports. A pleasant wind, varying from west to southwest, was blowing, and on shore it was quite hot enough to make every one anxious to go on the water. The gig, dingy and cutter and steam launch races were set down for 3 o'clock, and at that hour about 150 ladies and gentlemen of the fleet were assembled aboard the Electra.

The prizes for the gigs were the Owl colors, offered yearly, and \$25. The starters were a six-oared gig from the Ambassadress and four-oared gigs from the Dauntless, Sea Fox, Katrina, Miranda, Columbia and intropid. At 3 exactly Captain Kortright climbed out to his little perch on the end of the Electra's port boat boom and prepared for the start. Captain Wicks, of the Electra, in the steam launch, went out to act as the turning mark, and a very handsome mark he was. He lay off Black Buoy No. 7 with a white helmet hat on, and was visible certainly two miles away. The crews finished this race in the following order: Ambassadress, Dauntless, Sea Fox, Katrina, Miranda, Columbia and Intrepid. There was no penalty imposed on the six-oared gig, so Commodore Gerry gave a second prize of \$15 to the Dauntless's boys. Commodore Colt also gave them a purse and offered to row the Ambassadress crew with four oars, but Captain Thayer declined with thanks.

The dingy race was for the Gamecock colors and \$15. There were six starters, and the Bertie's team had Captain Conklin as coxswain. The Fanny's crew rowed pair-oared. "Now," said Commodore Gerry to the ladies on the Electra, "we'll show you some American brawn," and then Captain Kortright started the Swedish and Norwegian sea-horses on their trot. The course for these crews was around the second red buoy down the harbor, about three-quarters as far as the gigs went. At the word the Ambassadress's crew jumped into the lead, while the dingys of the Electra quently in the tail of the procession. The Ambassadress's crew were in front at the finish. The crews executors are appointed trustees to look after the interests of Mr. Meyer's insane son. Howard.

The executors have been given three months to file the schedule of the estate and say it will be difficult for them to do it in that time.

The cases crew were in from at the initial. The crews crew were in from at the initial tree crews executors are appointed trustees to look after the initial direction. The crews crew were in from at the initial. The crews executors are appointed trustees to look after the initial direction. The crews crew were in from at the initial. The crews executors are appointed trustees to look after the initial direction. The crews crew were in from at the initial. The crews executors are appointed trustees to look after the initial direction. The crews crew were in from at the initial. The crews executors are appointed trustees to look after the initial direction. The crews crew were in from at the initial direction of the crews are appointed trustees to look after the initial direction. The crews crew were in from at the initial direction of the crew are appointed trustees to look after the initial direction. The crew are appointed trustees to look after the initial direction of the crew are appointed trustees to look after the initial direction of the crew are appointed trustees to look after the initial direction of the crew are appointed trustees to look after the initial direction of the crew are appointed trustees. The crew are appointed trustees to look after the initial direction of the crew are appointed trustees to look after the initial direction of the crew are appointed trustees to look after the initial direction of the crew are appointed trustees to look after the initial direction of the crew are appointed trustees the crew are appointed trustees. rooster, rampant, on a field of unwashed white, leaning against a red and blue fence, couchant. These colors were displayed during the contest at the masthead of the good barge Merry Jane, of Hole-in-the Wall.

The naphtha launch race was a novelty and the most interesting of all. The starters were the launches of the Oneida, Dauntiess, Ramona and Intropid, all with two-horse-power engines, and the Electra, which is a live-horse-power launch. To make up for the difference in power, the Electra's launch was handicapped seven minutes, which proved to be too great a tax, as the little craft, though going at a great pace, was unable to make up all her time. The Oneida took the ing her lead and rounding the mark-boat first, with address the assembled multitude; leaving Stamford fourth. Just as the Ramona got started off for her made so that the train came in there on schedule nomeward run, the Electra's launch, which had been homeward run, the Electra's launch, which had been started seven minutes behind, was coming up to make the turn. Half-way on the run home the Ramona passed the Intrepid and came in a good third. Captain

The train left Bridgepert seven minutes late, but with the Electra home in fine style.

left the first to go east also, and the steam Vidette and Fedalma have gone to New-York.

AN EXCITING STEAM YACHT RACE. Fort William Henry, Lake George, N. Y., Aug. 16 (Special).—The steam yacht race, under the auspices of the Lake George Yacht Clob, took place this afternoon. The Dandy, owned by the Boyer Brothers, and the Pampero, owned by B. H. Moore, both of Brooklyn. were the competitors. The course extended from the Sagamore Dock, at Belton, to the Fort William Henry Hotel Dock, a distance of ten miles. At 6:35 p. m. the starting word was given, and both boats lengths in front of the Dandy. At this point it was and that the Pampere was using coal saturated with herosene, which helped her for the time being, but in the next two miles the Dandy gradually gained, and maintained a lead until within a mile and a half of the maintained a read out.

finish, when one of her sabe cups blew out, completely disabling her. The Pampero kept on, making the course in thirty-eight minutes. Each owner had wagered 31,000 on his hoat. A banquet was given to about seventy-five guests from New-York to-night, at the fort William Henry Hotel, at the expense of the owners of the Dandy.

LAWN TENNIS AT NARRAGANSETT PIER. Narragansett Pier, Aug. 16 (Special).—Such a crowd is seldem seen at a tennis match as turned out to-day to witness the final match between Taylor and Slocum. Tay ler played in almost perfect form, while Siecum seemed nervous. Taylor won in three sets, although Siecum had the flist set 5-2 and the second 4-0. Miss Rooseveit failure. A metallic-lined coffin was purchased in the first set 5-2 and the second 4-0. Miss Rooseveit Rochester and the dog was laid in a bed of satin, with played in rare form, and is expected to give Miss Robinson a hard fight in the ladies' singles. Appended are

E. Roosevelt Deat Hamilton Post and Miss Latrobe, 7-5, 7-5; A. E. Wright and Miss G. Roosevelt beat C. E. Garrett and Miss Lynch, 4-6, 6-2, 6-2; H. A. Taylor Garreit and Miss Lynch, 4-c, b-2, b-2, l-1, A Tajlor and Miss Robinson beat Mr. Colgate and Miss Colby, 6-3, 6-4; Mr. Sloeum and Miss Houghton, the bye. Second round-Mr. Campbell and Miss Roosevelt beat Mr. Wright and Miss G. Roosevelt, 6-3, 6-3, To-morrow the final mixed doubles and the second prize singles will be played for.

THE WEATHER REPORT

GOVERNMENT INDICATIONS-FOR 24 HOURS. WASHINGTON, Aug. 16, -10 p. m. -ForMaine, New-Hamp-shire, Vermont, Massachusetts, Eastern New-York and Eastern Pennsylvania, rain and cooler weather; winds generally

Curtisville, Mass., Aug. 14, 1888.—I would like to know why I do not get The Tribune every day. To day I have three papers, and have had none before since Sakurday. Then Friday's and Sakurday's came together. I might as well subscribe for a semi-weekly instead of a daily.—H. Truslow.

For South Carolina, local rains; slightly cooler.

For South Carolina, local rains; slightly cooler.

For North Carolina, 19cal rains; slightly cooler.
For South Carolina, local rains; slightly cooler.
For Georgia, Eastern Fiordia, Western Fiordia Alabama. Mississippi and Louisiana, rain; slightly cooler, except near-ly stationary temperature in Easlern Florida and Missis-sippi; indications of storm along the east guil. For Eastern Texas, fair in northwest portion; local rains

In southeast portion, nearly stationary temperature, except dooler in northern portion. For Arkansas and Tennessee, rain; cooler. For Kentucky and West Virginia, rain and cooler. For Western New York, Western Pennsylvania and Ohio-

for the purpose regularly.—A. F. Hallett.

Mast Hope, Pike County, Penn., Aug. 15, 1888.—
My daily Tribune is very often carried by the station and returned next day. Another subscriber of yours clearing Friday in northern pertion; generally cooler. For Lower Michigan, clearing Friday; cooler, except nearly stationary temperature in west portions.

For Upper Michigan and Wisconsin, fair, preceded in east-particular and the property of the property o

For Kansas, tair : preceded in southeast portion by light ForColorado, clearing Friday; warme Storm northeast signals are displayed at Mobile, Pensacol Cedar Reys. Jackscaville and Jacksonville section.

TRIBUNE LOCAL OBSERVATIONS.



prevailed resterday. The temperature ranged between 66° and 96° : average, 80°.

In and near this city to-day there will probably be

somewhat cooler weather and rain. RAILWAY INTERESTS.

RATES TO CHICAGO NOT YET REDUCED. The Chicago and Alton yesterday failed to announce any reduction in first and second class passenger rates although the trunk lines are still sending immigrants West on the basis of \$5 to Chicago. The Eastern roads are waiting for the declaration of war promises by General Passenger Agent Charlton, of the Alton Company, and if it is made the Missouri Central, the Chicago, Milwaukee and St. Paul and the Wabash are expected to enter the fray, as all these lines are lieved to have helped the Lackawanna and the New-York, Ontario and Western to monopolize the immigrant traffic by granting commissions that the two roads named have shared with boarding louse keepers

The scalpers' offices in Broadway are filled with first and second class tickets on some of the trunk lines which are being offered at 82 to \$4 under the regular There are reports that New-York Central tickets are in the same hands, but General Passenge Agent Monett has informed Passenger Commissioner Pierson that the Jenural, to prove its good faith, will agree to any reasonable proposition, to include the other trunk lines, for the redemption of any tickets that may be found in the hands of fields brokers.

anl others in the First Ward to secure immigrant busi-

THE READING PREFERENCE INCOME BONDS. Philadelphia, Aug. 16 (Special).—The managers of the Reading Railroad are at present considering important financial matters, chief of which is the question whether the preference income bonds, to the value of \$8,000,000, shall be carried by the company or cancelled. The bonds are the property of the company, but in view of the positive wording of the mortgages, it may some time make a difference to the third preference bondholders whether the bonds are counted out" or "in." For the present the company has decided to count them as outstanding, although the bonds belong to nobody but the company. bonds represent those returned to the company by the floating debt creditors when the company's notes were taken up. They were deposited under the plan of reorganization by the creditors, who paid one or two instalments of the assessment before their claims were paid off. The bonds passed into the possession of the company, which is entitled to issue on their account about \$8,000,000 of preference bonds, mainly of the second and third series.

MYSTERIOUS SURVEYING NEAR PITTSBURG. Pittsburg, Penn., Aug. 16 (Special).-The corps of engineers engaged in surveying along the Sawmill Run Valley refuse to disclose anything relating to their work. One year and a half ago a route for a road to

connect the Pittsburg, Virginia and Charleston and the Pittsburg, Cincinnati and St. Louis roads was surveyed by the Penusyivana Company. The line is to extend from Peter's Creek Station, on the former line, to Me-Donald Station, on the Cincinnati and St. Louis. It will have direct connection with Andrew Carnegie's big steel works at Homestead, and later on will be extended to the Edgar Thomson steel rail mill, on the opposite bank of the Monongahela River. This mill als s owned by Carnegie. This latest survey is believed to be for a road running at right angles to the above projected line, connecting with it at sodan and begin-ning at Temperanceville Station, on the Pittsburg, Cin-cinnati and St. Louis.

A GOOD PIECE OF ENGINEERING.

Mr. Blaine's triumphal tour through Connecticut this week gave the New-York, New-Haven and Hartford Railroad Company an opportunity, which they were not slow to seize, to do a very clever piece of lead at the start, with the Dauntless second and In-trepid third. The course was to and around the railroad work. The express train which left Newschooner Palmer, which was anchored about two-thirds of the distance to Clark's Point, and return to board reached Stamford on time, but was held there the flagship. It was a pretty race, the Oneida hold- eight minutes to give Mr. Blaine an opportunity to Dauntiess second, Intrepid third and Kamona eight minutes behind time, the run to Bridgeport was time, in spite of the fact that it had to go slowly

At the regular monthly meeting of the directors of the Northern Pacific Railroad Company yesterday the subject of a joint lease with the Union Pacific of the Oregon Railway and Navigation property was not discussed. The meeting was a brief one and, so far as Twentieth -Delegates: Solon B. Smith. Daniel Lewis, Twentieth -Delegates: Solon B. Smith. Daniel Lewis, Twentieth -Delegates: Solon B. Smith. cussed. The meeting was a brief one could be learned, was devoted simply to the consideration of toutine matters. The negotiations for a settlement of the territorial differences between the | Fel a settlement of the territorial manners have only re-cently been resumed. President Adams, of the Union Pacific, is going West to look over the situation, and until he returns there is no prospect of formal action by the Northern Pacific directors. It is considered probable in some quarters that the adjustment will be made before the next monthly meeting.

TWO RAILEOADS TO BE UNITED.

Official announcement of the agreement by which erossed the line. The Pampero gradually increased the Richmond and Alleghang Railroad becomes a part the lead, and at the end of six miles was three boatof the Chesapeake and Ohio was made yesterday. arrangement for exchange of traffic will go toto effect on September 1, which will be amply sufficient to place the property on an interest-paying basis. The reorganization committee of the Richmond and Alleghany Hy indorses the scheme for the practical union of the

MISCELLANEOUS RAILWAY INTELLIGENCE. Waterloo, Iowa, Aug. 16.—The attorney who has charge of the suits brought against the railroad companies for extertion in freight rates, when asked if it was the intention to bring test cases under the different sections of the law, replied: "No, we do not intend to do that. If test cases were brought and the railroads got them into the Federal Courts, they could delay final adjudication for years, and in the meantime the lowa jobbers would be ruined. Our plan is to begin a large number of cases so that the penalties. In case the railways are defeated, would be an in-centive for them to have the matter settled as soon as possible.

Singles: Fourth round-Slocum beat Shaw by default;
Taylor beat Smith, 6-1, 6-1. Final round-Taylor beat Slocum, 6-4, 8-6, 7-5.
Mixed doubles: First round-O. S. Campbell and Miss E. Roosevelt beat Hamilton Post and Miss Latrobe, 7-5, 7-5; A. E. Wright and Miss G. Roosevelt beat C. E. Garrett and Miss Lynch, 4-6, 6-2, 6-2; H. A. Taylor

Merchant's duties. Boston, Aug. 10.-The discussion of broken joints and the laying of rails around a curve was taken up this mor ing when the Convention of Rondmasters came together.

P. C. Clark, of the Housatonic Road, presented a resolution recommending that raffs should never be less than To pounds per yard, as much more so much the better:
The pounds per yard, as much more so much the better:
that the size of rails should be 4.12 inches high by
that the size of rails should be 4.12 inches high by
this sunny land of the Solid South his hearers oft.
would applaud vigorously. He spoke something me
laid on curves of more than two digrees; that the suspended oint is the best and most practicable; that the broken jo nt of machine which shall not produce a sudden concussion on the rails. With the exception of the suspended joint cinues, the others were adopted unanimously. The supeted, against suspended joints, had only one majority

Chicago, Aug. 16 .- James Charlton, general passenger agent of the Chicago and Aiton road, whose peremptory refusal to co-operate with the trunk lines in cutting emigrant rates created such a stir in passenger cli week, has received another letter from S. F. Pierson, of the Trunk Line Association. plain the situation more fully than before, but only sucpiain the situation more fully than belofe, but only sub-ceeds in reiterating his former proposition, which Mr. Chariton again refuses, declaring that the Chicago and Alton will reduce first and second class fares if any of the Western reads accede to the terms proposed by the

Trunk Line Association.

The Lake Shore read has announced a reduction in grain rates to Middle Western States points, as follows: Chicago to Dunkirk and Erie, 11 1-2 cents per 100 pounds; Youngstown, 10 cents; Oil City, 11 1-2 cents. The rates 40 not affect the through rate on grain from Chicago

to the scaboard. Chicago, Aug. 16.-The Michigan Central, Lake Shore and Nickle Plate roads have modified the live-stock tariff announced to take effect August 20. The original tariff advanced the cattle rate to 18 1-2 cents to New-York, but Pennsylvania, in giving notice of an advance, to take effect August 25, fixed the rate at 10 cents per 100 pounds to New-York. The Vanderbilt lines, unwilling to the Pennsylvania a differential on this traffic, medifies its cutile rate as follows: New-Yory, 10 cents; Boston, 15; Philadelphia, 23; Buffalo, 7.1-2; Albany and all points beween Albany and Buffalo, 10 cents.

INCREASING THE POST OFFICE FORCE.

Postmaster Pearson has asked the Department at Wash-gion for an additional allowance for his office, to be used employ a large extra force whose services are needed to meet the increased mail requirements, the present force of 2.200 employes being deemed insufficient. Yesterday the Post office Examiners were busy examining a large number of seekers for appointments. The list of candidates numbers 1.700 altogether. Many of their number are to

be employed immediately. A Democratic member of Congress of the East Side is the inderser of a considerable number of the armiller. CHOOSING THE DELEGATES.

HARMONIOUS REPUBLICAN PRIMARIES. THE MEN WHO WILL GO TO THE STATE COM-

VENTION AT SARATOGA ON AUGUST 28. The election of delegates and alternates to represent the several Assembly Districts of this city in the Re-publican State Convention, to be held at Saratoga on August 28, which took place resterday afternoon and evening, gave renewed evidence of the unanimity which prevails in the Republican party of New-York City. From not a single district has there come the report of a serious contest. Or the contrary, there was, throughout the city, an unprecedented determination shown to sink all personal and factional differences and unite upon good and trusted men for representatives in the onvention. The spirit of harmony was so all-prevailing in some districts that the delegates and alternates were chosen equally from among the leaders of the hostile factions of former election contests. This was notably true of the XIIIth District, which has so often

cen the arena of dissension within the ranks.

Among the well-known Republicans chosen are Senator Evarts, Colonel S. V. R. Cruger, Assemblyman Ernest H. Crosby, Charles N. Taintor, George Bliss, State Senator Cornellus Van Cott, Police Commissioner Stephen B. French, Coloner John R. Nugent, Sheridan Showk, ex-State Senator Gibbs and School Commissioner Spragne, Philip V. R. Van Wyck and William H. Bellamy. John J. O'Brien heals a solid delegation of his friends from the VIIIth. In which appears the names of licenard Rourko, George J. Kraus and ex-Assemblyman Prodsky.

semblyman Brodsky. The following are the names of the delegates elected : First District-Delegates: John H. Grimes, Amasa
Thornton, Fills B. Edwards. Alternates: Peter Connell,
Archibald Hamilton, John A. Moran.
Second-Delegates: Denis Shea, Philip Van R. Van

Wyck, William M. Doyle. Alternates: Jaems P. Hyland, Thomas P. Harrington, Herman Miller. Third-Delegates: Charles N. Taintor, Hiram Merritt, Howell C. Rees, Thomas Mulligan. Alternates: James W. Hawes, Henry Porth, Thomas K. Davidson, Andrew

Fourth-Delegates: John Collins, William H. Townley, Alexander S. Rosenthal, Alternates: Thomas J. Gil-roy, Charles P. Janover, John Kelly.

Fifth-Delegates: Frank J. Carrell, John C. Dodd, Stephen E. French, James H. Tobin. Alternates: Daniel Mooney, Edward R. Shear, August Schaumbs, Patrick F.

Sixth-Delegates: John Simpson, Adam Gernand, Thomas J. Hogan, Abraham Mass, Alternates: Charles E. Wainman, Theodore Brodhead, James H. Folan, Charles Gaudineer. Seventh-Delegates: Cornelius Van Cott, J. Murray

Mitchell, James S. Thurston, Frederick A. Shields, John McKewer, Clarence A. Sears, Alternates: Chileon B. Decker, Morris H. Waterman, Henry A. Matthews, Lis-Eichth-Delegates: John J. O'Brien, Bernard Rourke, Frederick Finck, George J. Kraus, Charles Smith, John E. penard Stewart, S. B. Hamburger, Joseph Welll-Brodsky. Alternates: Christian Goetz, Jacob Ripp, Thomas Riker, William B. Hanson, Benson M. Levy,

Emil F. Mackeldey. Ninth-Decystes: Walter Logan, Thomas J. Burton, Pranklin B. Miller, Robert B. Miller, David H. Hunter, Johnson S. Cary, Alternates: A. Franklin Lawson, George T. Cooke, George M. Clark, William C. Findiay,

Henry H. Wilzin, George B. Deane, ir.

Tenth-Delegates: Henry C. Betty, Jacob Hunsicker,
John J. Heiler, Jacob May, Samuel Hettinger, ir. Aitemates: Philip Wassung, William Theurer, Louis Friedrich, Frank Gasemann, Castles Frank. Eleventh-Delegates: George Bliss, S. V. R. Cruger. Calch A. Sims, John Fitch, George Holliday, er. Alternates: J. G. McMurray, R. R. Hamilton, H. G. Cartor,

P. S. Flow, Halph Mayers. E. S. Flow, Raiph Mayers.

Twelfth-Delegates: George Hillard, Edwin A. McAlpin, George B. Riggins, Charles B. Page. Alternates:
George Dorn, William A. Graham, James McConnell, eorge Dorn, William A. Graham, James McConnell, ohn Reinhardt. Thirteenth-Delegates: Clarence W. Meade, Frederick S.

Gibbs, John P. Windolph, Henry L. Spragne, Knox Mc-Afree Charles A. Winch. Alternates: Henry W. Gibsen, Benjamin Patterson, Samuel Stewart, Lincoln McLeod. Adelph Herrmann, Walter W. Montague. Fourteenth-Delegates-John R. Nugent, Hiram Merritt,

Louis L. Reland Aberna'es: John S. Phillips, Frederick C. Schwartz, Louis H. Schlotthauber,
Fifteenth-Delegates: Sheridan Shook, Robert A. Greacen, William M. Montgomery, Edmund C. Lee, James Greacen, Whitsh M. Montsomery, Idmund C. Lee, James Gurnen, Albernates: William R. Bartley, Henry G. Leask, Jacob Powies, Samuel B. Hunter, Samuel Williams, Sixteenth-Delegates: William M. Evarts, Henry Kropf, James W. Patterson, Achilles Wood, Alternates: John M. W. Gilles, Lea White, William, Honkel Francisco H. W. Killeen, Isaac White, William Henkel, Frederick

Seventeenth-Delegates: Stephen N. Simonson, John Beattle, James Smiley, James W. Perry, Louis Brenner, Robert Miller. Alternates: Edward Richards, William M. Frew, William L. Lewden, J. F. C. Blackhurst, Hulbert Peck, Edwin H. Moord.

Peck, Edwin H. Alcord. Eighteenth-Delegates: Joseph C. Biglin, Joseph C. Jackson, Patrick Collins, Lewis A. Owens. Alternates: John J. Corbett, Robert Todd, William Reed, Edward R. Nineteenth - Delegates: John Reisenweber, William H.

M. D., German Kahn, Michael Goods. Alternates: Henry C. Perley, Thomas F. Esgan, Hermann Cantor, Thomas

Twenty-first -Delogates: Ernest H. Crosby, Robert M. Gallaway, Lawrence Harney, Charles A. Hess, Myer S. Isazes, Alternates: Jaseph Peel, Charles F. Butler, John H. Gulon, William H. Backwood, Robert Sweeny.

Twenty-second - Delegates: John H. Gunner, Isaac romme, S. Burdett Hyatt, Lawrence J. Dunn, John C. Graham, Benjamin P. Melrose. Alternates: John Little, Abraham Knomelstiel, John Denobue, John W. Hauser, Edmund J. Tichenor, Robert S. Briggs.

art Twenty-inird -Delegates, Henry Grasse, David F. Por-An ter, Henry C. Robinson, William Miliner, John G. Huhn, De Witt C. Ward, Rollin Trucy, Frederick Scagrist. ternates: Leroy S. Dewey, George Kuhn, William T. Ash-man, Jr., William H. Merritt, Thomas McGrann, John A. Vanderbilt, John W. Love, Bernard W. Traitel.

FOR PROTECTION IN NORTH CAROLINA.

EX-GOVERNOR GEAR AND CONGRESSMAN PER-KINS TALKING TO THE FARMERS. Charlotte, N. C., Aug. 16 (Special).—The Farmers' Grand Summer Encampment has been in session at mingle together and view the products of forms. tlemen who had been invited to speak on the subject of Protection as it concerned the American. were ex-Governor John H. Gear, of Kansas, and B. W. sent enough provisions on board to supply her crew Perkins, of Iowa, both members of the present Congress. The gentlemen arrived promptly and were well received by the people. They walked upon the platform at exactly 10 a. m., and after an introduction, Governor tiear made a masterly address. He handled his subject like a man who had followed the

is always the best, and that rails be curved by some form | the first time he had ever entered the State of North carolina to address an assemblage of her citizens. He was sure no subject was of more importance than the subject of protection against free trade. He was a flegigle of protection against free trade. He was a flegigle of protection against free trade. He was a flegigle of protection against free trade. He was a flegigle of protection for American in dustries. That he was a farmer made him all the stronger protectionist. He believed in it because he could not believe in anything else. It was the great issue between the two parties to-day. The visit of these two Republican Congressmen to the farmers' encampment has caused considerable comment in this city. It appears that up to yester-day the Democrats in this state regarded the gentlement as "small free" and did not notice the announcement with any particular alarm, her manager of the encampment invited many prominent Democrats to address the farmers on fits occasion, and if they chose, to reply to the Republicans. None, however, accepted; but yester-day Chairman Whitaker of the State Executive Committee of the Democratic party became alarmed at the outlook and telegraphed Senator Ransom to come at all hazards and reply to Gear and Perkins. Ransom arrived in Charlotte at 1 o'clock to-day and was a tonce taken to the encampment in a special car. He arrived at 1:30 p. m. and in a short time was on the stand replying to the Republicans who had come to his native State and tried to teach his people how to vote in their own interest. Kansom turning up so suddenly and unexpectedly, was a treat to the crowd, to say the least.

A BOLD HIGHWAY ROBBERY. YOUNG MEN ATTACKED WITH PISTOLS-SEARCH-

ING FOR TWO OF THE VICTIMS.

Alexander Walters, Samuel Stecher and Thomas Handby, sixteen to eighteen years old, when returning last night from Elizabeth, where they had been ped-dling produce during the day, to Newark, were stopped in the Elizabeth road near Waverly Park by six highwaymen, who placed pistols to their heads and made them deliver what valuables and money they had in their possession. Stecher dropped over the side of the wagon and escaped in the darkness, amid a shower of builets. The other two lads were taken into the woods by the highwaymen, and a searching party is now looking for them.

STEAMER RUN DOWN AT SEA

Continued from First Page.

tell now. The officer who was on watch on the Geiser is dead, and the same officer of the Thingvalla went with his vessel to Halifax. From what Captain Laub said, the Geiser was not seen by the watch on the Thingvalla until the Thingvalla was close upon her."

Mrs. Lind, the only woman among the survi-

valla was close upon her."

Mrs. Lind, the only woman among the survivors of the Geiser, was rescued while clinging to a portion of the wreckage. Her mind was wandering when rescued and she has not yet fully recovered from a severe blow she received on the head and the subsequent excitement and exposure. She is a young woman of frail appearance and feeble health. Her husband is a carpenter living at No. 107 East Elghty-fourth-st. Her health had been so bad that he determined to send her home to Sweden and they sold most of their furniture to secure funds for the trip. She was accompanied by two children, a girl. Ida, of three years, and Charles, a boy of three months.

"I was awakened by the jar of the collision," she said last night, "which I thought was caused by something falling. A man who occupied a stateroom near me ran up on deck, and returned quickly, saying that two boats had come together and we must all get out or we would sink. I took my baby, but an old lady who was my friend took her from me and said she would carry him. Then I caught up Ida and ran up the stairway. Something struck me on the head and I never have seen the children since. I felt myself in the water going down down, down, I thought I would never stop, and then I came up again and caught hold of a piece of wood in the water."

SEEN FROM THE THINGVALLA'S DECK.

The chief steward of the Thingvalla, who accom-

SEEN FROM THE THINGVALLA'S DECK. The chief steward of the Thingvalla, who accompanied the passengers on the Wieland, said that he was roused by the shock of the collision, and when he reached the deck the Geiser lay off scarcely a ship's length of his steamer. The Geiser, he said, was already sinking, and it seemed scarcely two minutes before she lurched and disappeared. It was raining hard and there was great difficulty in distinguishing anything a short distance from the ship. The crew and the passengers of the Thingvalla appeared frightened, but did not, he said, get into a puric. into a panic.

HOW THE AGENTS GOT THE NEWS. The sad news of the disaster was received with profound sorrow by the agents of the two vessels, Messrs. Funch, Edye & Co., of South William-st., when the story was told them by Captain Moller. They expressed great regret for the officers and men who were drowned, and spoke highly of the officers and engineers, who were old and trusted employes of the line. After hearing the story they immediately cabled to the owners in Copenhagen as follows: "August 16. The Wieland arrived to-day with all the Thingvalla's passengers and thirty-one people saved from the tielser, including the master." Then followed the list of names of those saved given above. "About one hundred and twenty passengers and crew perished. Vessels collided at 4 a. m. on fourteenth off Sable Island. Brown's watch. Geiser suck in five minutes. Three boats launched and capsized. Thingvilla's boats rescued the survivors. The Thingvilla's fore-port gone. Foremost bulk-head of the fore-hold tight. Intended to reach Halifax, being, when left by Wieland, in institute 43 deg. 28 min. north, longitude 60 deg. 9 min. west."

The comfort of the survivors of this dreadful catastrophe will be attended to by the agents of the line. officers and engineers, who were old and trusted

DESCRIPTION OF THE TWO SHIPS. The Geiser was a three-masted iron screw steamer, schooner rigged, with square sails on her foremast. She was built at Copenhagen in 1881, and was 1,993 net and 2,831 gross tons register. Her engines were 300 horse-power, and she was constructed with six water-tight compartments. The vessel was owned by the Thingvalla Steamship Company, of Copenhagen. She carried a crew of sixty-seven all told. The vessel was fitted up to accommedate fifty saloon, forty-five second cabin and 600 steerage passengers, and had recabin and 600 steerage passengers, and had recently had new saloon and second cabin fittings
put into her, which were of the most handsome and
newest description. On leaving this port she had
a cargo of flour, beef, leather, lard, 42,66 bushels of corn, forty-seven hogshends of tobacco and
miscellaneous merchandise, valued in round figures at about \$150,000. The steamer was valued
at about £50,000, and was partially insured.
The Thingvalla is an iron, three-masted, screw
steamer and measures 301 feet over all. She is
1,745 net and 2,574 gross tonnage and her engines are 300 horse-power. She was built in
Copenhagen in 1874, and is owned by the same
company as the Geiser. She is commanded by
Captain S. Lamb. Both vessels are classed 100
A. J. in Lloyd's Registry in England.
The cabin passengers of the Thingvalla were all
taken to the Stevens House, on lower Broadway,
last evening, where they will be cared for at the
expense of the company until their baggage arrives,
or news is received that the Thingvalla has been
abandaned. There were a number of affecting

expense of the company until their baggage arrives, or news is received that the Thingvalla has been abandoned. There were a number of affecting scenes at the hotel last night between the rescued voyagers and their relatives and friends in this city.

WHAT PEOPLE WHO SAW THE DISASTER SAY TALKS WITH TWO OFFICERS AND A PASSENGER.

Second Officer Jorgensen, of the lost steamer Geiser, had a narrow and thrilling escape. In describing his had a narrow and imming experiences he said: "When the collision occurred I was sound asiecp. I was awakened by the frightful crash, and rolled out of my bunk just as the bow of Thingvalla crashed its way through the walls of my stateroom, making an enormous hole and blocking the door so I couldn't get out. I grasped the Thingvalla's anchor chain, which was hanging over her bow just in front of me, and climbed up to her deck just as the Geiser gave one last lurch and went down out of sight, with her decks covered with shricking, despairing people. I believe there were many others who failed to get out of the cabins at all, for less than seven minutes clapsed from the time the Geiser struck until she sank. As near as I could judge from a hasty glance, the entire starboard side of the Geiser, from the stern to forward of the miczenmast, was crushed in, while the Thingvalla's nose was ripped

completely off, clear back to the first bulkhead Purser Henry Goedeke, of the resculing steamer Wieland, said to a reporter: "About 10 o'clock Tuesday morning we noticed the surface of the sea was Mount Holly, twelve miles from this city, since Tues-day. Farmers in great numbers from nearly all a small boat, which was half sunk and empty. About counties in the State gathered there to hear speeches, an hour and a half later we sighted a steamer flying a mag of distress. She proved to be the Thingvalla. day was set apart to hear speeches by two eminent gen- Her bow was gone and all her provisions, which were carried in the bow compartment, were gone and she These | had nothing with which to feed her passengers. We until she reached Halifax, and took all of her passengers and those saved from the Geiser on board the Weisland, about 536 in all. We had 568 passen gers of our own, too, so you see we had a pretty big crowd the rest of the voyage home. The survivors

the platform at exactly 10 a. m., and after an introduction, Governor trear made a masterly address. He
handled his subject like a man who had followed the
plough, and his appeals to farmers were carnest and
won for him many admirers. He said he came to
North Carolina by the earnest solicitation of the managers of the fair. He was glad he came because he could
spend a few hours among the people of whom he had the
henor to be one. The Governor gave his hearers
some plain talk on the great party issues of the day.
His arguments were so forcible, his manner so genteel
and pleasant, his delivery so graceful, that even in
this sunny land of the Solid South his hearers often
would applicand vigorously. He spoke something more
than one hour and took his seat amid much applause.
Congressman Perkins also spoke one hour. It was
the first time he had ever entered the State of North
Carolina to address an assemblage of her citizens. He
was sure no subject was of more importance than the
soutject of protection against free trade. He was a

NEAR THE SEASON'S HIGHEST MARK.

NEAR THE SEASON'S HIGHEST MARK.

THE HEAT ON THE STREET REACHED 98 DE-GREES-SEVERAL CASES OF SUNSTROKE

Hudnut's thermometer registered 98 degrees when vesterday was at its hottest, which was about 3 p. m. At that hour the official instrument in the Signal Service Bureau was at 94 degrees. The mean temperature for the day was about 70 degrees. The intense heat was attended so small a proportion of humidity, in comparison with what New-Yorkers have been accustomed to of late, that the number of cases of persons prostrated was unusually small. In the forenoon, before the sun began to shine in all its strength, there was between 60 and 70 per cent of humidity. In the afternoon it diminished to 45 per cent. On one of the broiling June days the Signal Service thermometer indicated 98 degrees. That was the hottest day of the year, the "record" so far, and it does not seem likely to be broken. Just to show how constantly variable the weather is-if, indeed, that need to be shown nowadays-it may be mentioned that the maximum tem perature registered on August 16, 1887, was only 81 degrees, and the minimum 68 degrees.

Local rains were predicted for yesterday, but they did not come. Sergeant Dunn, the genial superin tendent of the Signal Service Bureau in the Equitable Building, has just returned from a thirty days' leave of absence, the first he has taken in fifteen years. He says that it will be hot to-day again, with local rains, but that Saturday and Sunday may be made enjoyable by a cool wave.

There were six cases of sunstroke reported to the police up to 6 o'clock last evening.

THE TUMBLER MAKERS' STRIKE FAILING. Pittsburg, Aug. 16 (Special).-The Strikers at the Rochester, Penn., tumbler works are playing a losing !

game. New men are coming in every day to take their places, and President Smith and Secretary Dillon, of the Flint Glass Workers' Union, are kept busy finding

TROTTING AT ROCHESTER

PRINCE WILKES MAKES A GREAT RACE FOR THE \$3,000 PURSE. Rochester, Aug. 16.-This was the third day of the

race meeting here. The track had dried up and was in fine condition, and the attendance was large. The summary of the 2:20 class is as follows:

Time-2:20 1-2, 2:19 1-4, 2:18 3-4, 2:19 1-4. Lucille's Baby won two heats in the 2:24 race. Time-2:22 3-4 and 2:22.

The first heat of the special race for a \$3,000 purse between Hosalind Wilkes and Prince Wilkes was work by Prince Wilkes in 2:16-excellent time considering the state of the track and the weather.

Lucille's Eaby took the third heat in the 2:24 race and the race. Time-2:25 3-4. Prince Wilkes took the two second heats for the

\$3,000 in 2:17 1-2 and 2:15 1-4. In the 2:18 class Favonia was barred in the pools and White Stockings sold as the favorite at \$25 and the The race was uninteresting. Favonia won in three straight heats. Time-2:13, 2:21 3-4 and

The pacer Johnston was sent to heat his record of 2:06 1-2, made at Chicago three years ago. Time beat him. He made the quarters as follows: Quarter, 321-4; half mile, 1:061-2; three-qua 1:413-4; mile, 2:13, with a running mate from half-pole to the wire.

THE DEMOCRATIC FLAG OF DISTRESS STILL

From The New-York Herald (Dem.)

From The New-York Herald (Dem.)

Henry George, writing in his newspaper, over his own name, and in the interest of Mr. Cleveland, whose re-election he supports with fervor and great ability, says that Donn Piatt informed him of an interview he had had with Colonel Tracy, in which that gentleman admitted that Connecticut and New-Jersey were lost, and something would have to be done to save New York. Colonel Tracy is editor of the recognized Administration organ in this city.

Now here is a straight siny, told by Mr. George, an entirely veracious man, upon the authority of Donia Piatt, a brilliant and intrepid Democratic leader. It confirms what "The Heraid" has said, and the evidences of which multiply from hour to hour, that the Democratic campaign is being thrown away by the mismanagement and imbedility of the amateurs who are playing at politics. New-Jersey and Connecticut are certain to vote for Cleveland with an intelligent fight, while if New-York is managed as it was by Mr. Tilden, Mr. Cleveland will win fr-hands down. We print these stories and critisisms in no unfriendly or carping spirit, but because we feel sure that when the Democratic party in the country understands, the situation, it will speedly become another kind of a situation.

THE FIRE AT TEANECK GRANGE

The well-known country seat of William Walter Phelps, at Teaneck, N. J., was destroyed by fire last April, and now the costly stables have been burned.

In the house when it was burned was a Herring's safe, which saved Mrs. Phelps's jewelry. This safe was stored in one of the buildings lately destroyed. It still contained all of Mrs. Pholas's lewelry, except what she took with her to Europe, and it came out of the cellar after this second fire with the contents

Column & Co.'s Violet Toilet Water imparts to a body of water the most penetrating and delightful fragrance. Refreshing in hot weather.

MARRIED.

DOLDER-COLE-On Thursday, Angust 16, 1888, at the residence of the bride's mother, 62 West 93dest, New York City, by the flow, Dr. Cole, of Yorkers, N.Y., Arnold H. Dollor to Emma Louise Cole, both of New York City. Notices of marriages must be indorsed with full name

DIED. ASPINWALL—At Bristol, R. I., on Monday, Angust 13, Marriette Prescott, widew of Llord Asadawal, and daughter of the late William Braiford D'Wolf.
Finneral services will be held at Grace Church on Priday morning, August 17, as 10 o'clock, Relatives are requested to meet at her late residence, 25 East 10th-at, at half past 2.

Re-At Morristewn, on Thursday, August 16, Zaide Louise, wife of Melanethon Surf, fr.
Belatives and friends are respectfully invited to attend the
fineral on Saturday, at 12 o'clock.

Carriages will meet the 19:10 train from New-York. BYRON-At Long Branch, August 15, suddenly, Josephine, wife of Wim. Syron. Notice of funeral hereafter.

Notice of funeral hereafter.

COOK-On Thursday, August 15, Daniel L., youngest son of
Amelia C. and the late Thomas Cook.

Notice of funeral hereafter. Notice of funeral hereafter.

CAUTER—Suddenir, at Tenafty, N. J., Thesiav, August 14, Willers Richards, eliheat son of George W, and Mary Richards Cauter, in his 25th year.

Funeral Ficility, August 17, on arrival of 1:15 train from Chambers at.

Interment at Brookside.

California papers please copy.

DE GEOOT-At West Brighton, August 15, Sarah M. Hos-mer, widow of Jacob De Groot, Ir., and daugnter of the late Capt. Charles Hosmer, of Camilen, Maine. Paperal at her late rasidence, 101 Castleton-ava, at 10:30 DOWNS-In Brooklyn, August 16, Mary B. Downs, daugh-ter of the late Robert A. and Eleaner M. Downs.

FLEMING-At Saratoga, Wednesday, August 15, 1884, William E. Fleming, late of Jersey City, N. L. in the 67th year of his acc.
Notice of funeral hereafter. FOX - At Boston, on the 12thinst. William James For. son of the late George S. Fox. Interment at family ground, Westchester. FRENCH-On Wednesday, 15th inst., Wm. A. French, jr.,

22 years. Iwas and friends are invited to attend the funeral from a to resulence, in Red Bank, N. J. August 17, at 1:30

GRIFFITHS—At Greenwich, Conn., on August 16, 1888, John Griffiths, in the cld year of his age.

Notice of funeral herostice.

LEACH—At Astoria, L. L. August 16, 1888, at 2 p. m., Mr. Bailer Leach, in the clut year of his age.

Funeral services at the Astoria Trinity Methodist Episcopal Church, on Sunday, August 10, at 3 p. m.

Interment at Mt. Olivet.

erment at Mt. Olivot. ON-August 15, 1888, Miss Hannah E. Lyon, daughter the late Thomas and Margaret Lyon. ieral services from her into residence, 519 East 86th-et., Princial services from her late residence, 519 East S6th-et., Friday evening. 7 o'clock. MigGAW—At her country residence, at Bestord, New-Hamp-shire, on Monday, August 19, 1888, Nancy Goffe, widow of the late John A. McGaw, of New-York.

of the late John A. McGa Interment at Mt. Auburn. Interment at Mt. Auburn.

SCOTT - At Ocean Grove, N. J., Wednesday evening. Anguse
15. William E., ouly son of William and Caroline Scott,
aged 57 years.
Finewall from parents' residence. 295 Schermerhorn-st.
Brooklyn, Saturday, 18th tost, at 2 o'clock. SMEDBERG-In Cavington, Kentuczy, on Tocaday, August 14, Indiana Corcoran, dangitter of the late Jesse D. Bright and wife of Charles G. Smedberg. SOFFE-Weineslay, August 15, Henry Soffe, aged 67 Finneral at late residence, 148 West 15th-st, on Friday, at 3 o'clock. Friends respectfully invited.

o'clock. Friends respectfully invited.
VREDENRURGH-August 16, at Somerville, N. J., Miss Sarah V. Vredenburgh.
Friends and relatives are invited to attend her funeral on Saunday, August 18, at 3.15 p. m., at the residence of her sister, Mrs. M. W. Woodward, Bridgest. WILLCOX-On Thursday, August 16, 1888, Mary E. Will-ox, whilew of the late Henry William, of Galesburg, Ill., co., widow of the late liter; and 85 years. Funeral services at 2p m. Saturday, at her late residence, 217 South 9th st., Brooklyn, N. V. Interment at the convenience of the family.

interment at the convenience of the family.

WhiGHT-OB Thursday, August 16. Ethel, only child of
James D and Minnte B. Wright, aged 7 years.

Funeral services at residence, White Plains, N.Y., Saturday,
August 18, 30. m.

Carriages meet train leaving Grand Central Depot at 2:05.

D. D.

Special Notices.

A buby carriage very much wanted for a peor sick child. Please send to SISTERS' HOUSE, 191 9th ave. "Mrs. WINSLOW'S SOOTHING SYRUP for Children Teething" acitems the gums, re-inces indiamonation, allare all pain, cures wind colic and diarrhoea. 25 cents a bostle.

Post Office Notice. Should be read daily by all interested, as chaptes may Should be real day occur at any time.

Letters for foreign countries need not be specially addressed for dispatch by any particular steamer, except when it is desired to send duplicates of banking and commercial documents, letters not specially addressed being sens by the fastest vessels available.

Foreign mails for the week ending August 18 will close cromptly in all cases) at this office as follows:

FRIDAY-At 3 p. m. for Guatemala and Puerto Cottes, ser steamship Prof. Morse, from New-Orleans; at 3 p. m. for Bluefields, per steamship Harlan from New-Orfor Bluefields, per steamship Harlan from New-Orleans.

SATURDAY—At 8:30 a.m. for St. Thomas and St. Croix, via St. Thomas, per steamship Beneroy at 9 a.m. for the Bahama Islands and Harti, per steamship Alvena; at 10 a.m. for St. Croix and St. Thomas, via St. Croix, and for the Windward Islands direct, per steamship Barracouta; at 10:30 a.m. for France, Switzerian, Italy, Spain and Portugal, per steamship Ia Bourgogne, via Havre, (letters must be directed "per at Bourgogne, via Havre, (letters must be directed "per at Bourgogne, via Havre, (letters must be directed "per at Bourgogne, via Havre, (letters must be directed "per at Bourgogne, via Havre, (letters must be directed "per Alla Bourgogne, via Havre, at 11 a.m., for the Netherlands, Germany, Austerdam, per steamship Zanadam dielters must be directed "per Luss' a St. 13:30 a.m., for Great Britain, Ireland, Retgium, Netherlands, Germany, Austria, Denmark, Sweden, Nortwey, Russon and Turkey, per steamship Ems, via Southampton and Brennen (helters must be directed "per Luss' h at 1; 20 a.m. for Scotland direct, per steamship Anchoria, via Glasgow distlers must be directed "per Alert"; at 1 p. m. fot St. Domingo, Cane Hayrt and Turke Island, per scenniship down, Clyde, at 1 p. m. for Martinique and Gand aloure, via Martinique, per steamship Alert (letters for Turki Island, pur sums be directed "per Alert"); at 3 p. m. for Trunillo and Ruatan, per steamship Alert (letters for Turki Island, terminate be directed "per Alert"); at 5 p.m. for Trunillo and Ruatan, per steamship Figures.

New-Origans.

Mails for Australia, New Zealand, Hawaiian, Fiji and Samoan Islands, per steamship Alameda (from San Francisco), close here Aug "19, at 4.30 p.m. (or on arrival at Now-York of Steamship Aurania, with British mails for Australia). Mails for China and Japan, per steamship City of Nydney (from San Francisco), close here August "24 at 430 p.m. Mails for the Society islands, per ship Tahin (from San Francisco), close here August "24 at 7 p.m. Mails for Cato at 12 p.m. Mails for Ma

The schedule of closing of Trans-Pacific mails is arranged on the presumption of their uninterrupted sveriand transit to San Francisco. Mails from the East arriving es time at San Franciscoon the day of sailing of steamers are dispatched theuce the same day.

HENRY G. PEARSON, Postmaster Pact Office, New-York, August 10, 1886.

FLYING.